




FROM	NAME & TITLE	ERIC W. TISO, SITE PLAN REVIEW COMMITTEE CHAIR	CITY of BALTIMORE <b>MEMO</b>	
	AGENCY NAME & ADDRESS	LAND USE AND URBAN DESIGN DIVISION DEPARTMENT OF PLANNING 417 EAST FAYETTE STREET, 8 <sup>TH</sup> FLOOR		
	SUBJECT	SITE PLAN REVIEW COMMITTEE MINUTES FOR DECEMBER 8, 2010		

TO Chief John Carr, Fire Department  
Mr. Stanford Leach, Parking Authority  
Mr. Kirkland Gabriel, DOT TEC  
Ms. Valorie LaCour, DOT Planning  
Mr. John Thumbi, DOT Traffic  
Mr. Bill Beatty, Department of General Services  
Dr. Nollie P. Wood Jr., Mayor's Office  
Ms. Miriam Agrama, DHCD Plans Examining  
Mr. Geoff Veale, Zoning Administrator  
Mr. David Tanner, BMZA

DATE: December 22, 2010

In attendance were:

- Eric Tiso, Gary Letteron, and Anthony Cataldo for the Department of Planning;
- Chief John Carr for the Fire Department;
- Mariam Agrama for HCD Plans Examining;
- Scott Adams for the Department of Transportation; and
- James Carroll for the Department of Public Works.

### Agenda

1. 2725 Dillon Street – Curb Cut Appeal
2. 3201 Fleet Street – Curb Cut Appeal

## **2725 Dillon Street – Curb Cut Appeal**

**Zoning:** B-1-2

**Block/Lot:** 1882/040

**Urban Renewal:** None

**Environmental:** None

**Historic:** Canton National Register Historic District

**Total Site Area:** ±805

**Gross Square Footage:** N/A

In addition to Committee Members and Planning staff, in attendance was:

- Michelle Wassmuth, Owner;
- Al Barry, AB Associates

### **Project Summary:**

The appellant would like to open a garage entrance into the side of the home from Binney Street in order to allow her to park a vehicle within the home.

### **Comments & Issues:**

- The existing lot is 14' in width, which translates into the depth of the proposed garage. Under the assumption that the appellant is able to secure a franchise to build a 2' bump-out onto the sidewalk, this would still leave the garage space at 16' in depth, without taking into account thicknesses of the wall and door.
- §10-305 of the Zoning Code requires that "Each vehicle parking space must be at least 180 square feet, exclusive of access drives or aisles." The general preferred dimensions are 9' by 20' or 10' by 18' for a standard parking space. Neither of these parking space sizes are possible in the space that is given.
- "The primary goal for developing a curb cut policy, which includes driveway standards and an appeal process, is to ensure that on-street parking will not be taken away from communities by individual property owners unless a net parking gain for the public can be ensured." In this case, it does not appear possible to provide more than one off-street parking space within the proposed garage. This will result in a one-for-one trade of a public street parking space for a private parking space, which is counter to the purpose of the curb cut policy.

### **Next Steps:**

- For the above reasons, the appeal is disapproved by the Site Plan Review Committee. Final avenue of appeal lies with the Director of Public Works.

### **NOTE:**

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**

## **3201 Fleet Street – Curb Cut Appeal**

**Zoning:** R-8

**Block/Lot:** 6431/001

**Urban Renewal:** None

**Environmental:** None

**Historic:** Canton National Register Historic District

**Total Site Area:** ± 1092.75 sqft

**Gross Square Footage:** N/A

In addition to Committee Members and Planning staff, in attendance was:

- Al Barry, AB Associates

### **Project Summary:**

The appellant would like to open a garage entrance into the side of the home from South East Avenue in order to park a vehicle within the home. In this case, the opening for the garage has already been roughed in, and an apparently illegal curb cut had been made at some point in the recent past.

### **Comments & Issues:**

- The existing building is 14'6" in width, which again translates into the depth of the proposed garage. Under the assumption that the appellant is able to secure a franchise to build a 2' bump-out onto the sidewalk, this would provide a garage space at 16'6" in depth.
- §10-305 of the Zoning Code requires that "Each vehicle parking space must be at least 180 square feet, exclusive of access drives or aisles." The general preferred dimensions are 9' by 20' or 10' by 18' for a standard parking space. Neither of these parking space sizes are possible in the space that is given.
- "The primary goal for developing a curb cut policy, which includes driveway standards and an appeal process, is to ensure that on-street parking will not be taken away from communities by individual property owners unless a net parking gain for the public can be ensured." In this case, it does not appear possible to provide more than one off-street parking space within the proposed garage. This will result in a one-for-one trade of a public street parking space for a private parking space, which is counter to the purpose of the curb cut policy.
- Following the initial review, an alternate plan was provided showing a two-car garage of 300 sqft total. This area is again insufficient to meet the requirements of the zoning code, and to provide two universally-accessible parking spaces.

### **Next Steps:**

- For the above reasons, the appeal is disapproved by the Site Plan Review Committee. Final avenue of appeal lies with the Director of Public Works.

**NOTE:**

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**